

## **§ 169.823**

### **§ 169.823 Openings.**

(a) Except as provided in paragraph (b) of this section, all watertight doors in subdivision bulkheads, hatches, and openings in the hull must be kept closed during the navigation of the vessel.

(b) The master may permit hatches or other openings to be uncovered or opened for reasonable purposes such as ship's maintenance, when existing conditions warrant the action and the openings can readily be closed.

### **§ 169.824 Compliance with provisions of certificate of inspection.**

The master or person in charge of the vessel shall see that all of the provisions of the certificate of inspection are strictly adhered to. Nothing in this subpart shall be construed as limiting the master or person in charge of the vessel, on his own responsibility, from diverting from the route prescribed in the certificate of inspection or taking such other steps as he deems necessary and prudent to assist vessels in distress or for other similar emergencies.

### **§ 169.825 Wearing of safety belts.**

The master of each vessel shall ensure that each person wears an approved safety harness when aloft or working topside in heavy weather.

#### **TESTS, DRILLS, AND INSPECTIONS**

### **§ 169.826 Steering, communications and control.**

The master shall test the vessel's steering gear, signaling whistle, engine controls, and communications equipment prior to getting underway.

### **§ 169.827 Hatches and other openings.**

The master is responsible for seeing that all hatches, openings in the hull, and watertight doors are properly closed tight.

### **§ 169.829 Emergency lighting and power systems.**

(a) Where fitted, the master shall have the emergency lighting and power systems operated and inspected at least once in each week that the vessel is navigated to ensure that the system is in proper operating condition.

## **46 CFR Ch. I (10–1–11 Edition)**

(b) The master shall have the internal combustion engine driven emergency generators operated under load for at least 2 hours at least once in each month that the vessel is navigated.

(c) The master shall have the storage batteries for emergency lighting and power systems tested at least once in each 6-month period that the vessel is navigated to demonstrate the ability of the storage battery to supply the emergency loads for the specified period of time.

(d) The date of each test and the condition and performance of the apparatus must be noted in the official logbook.

### **§ 169.831 Emergency position indicating radio beacon (EPIRB).**

The master shall ensure that—

(a) The EPIRB required in § 169.555 of this subchapter is tested monthly, using the integrated test circuit and output indicator, to determine that it is operative; and

(b) The EPIRB's battery is replaced after the EPIRB is used and before the marked expiration date.

### **§ 169.833 Fire and boat drills.**

(a) When the vessel is operating, the master shall conduct a fire and boat drill each week. The scheduling of drills is at the discretion of the master except that at least one fire and boat drill must be held within 24 hours of leaving a port if more than 25 percent of the ship's company have been replaced at that port.

(b) The fire and boat drill must be conducted as if an actual emergency existed. All persons on board including guests shall report to their respective stations and be prepared to perform the duties specified in the station bill.

(1) Fire pumps must be started and a sufficient number of outlets used to ascertain that the system is in proper working order.

(2) All rescue and safety equipment must be brought from the emergency equipment lockers and the persons designated must demonstrate their ability to use the equipment.

(3) All watertight doors which are in use while the vessel is underway must be operated.